

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

The Newland Road Site (31Pk5)

AND/OR COMMON

The Nine Foot Brick Road

2 LOCATION

STREET & NUMBER

N.S. 17

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

X VICINITY OF Morgan's Corner Me. First

STATE

CODE

COUNTY

CODE

North Carolina

Pasquotank

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
	NA	<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Multiple Ownership - See attached list

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Pasquotank County Courthouse

STREET & NUMBER

CITY, TOWN

STATE

Elizabeth City

North Carolina

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

"Cultural Resource Survey of US 17 from Elizabeth City to the Virginia State Line, Pasquotank and Camden Counties, North Carolina." By Coastal Zone Resources Division, Ocean Data Systems, Inc. for the N.C. Department of Transportation.

DATE

January 17, 1979

FEDERAL X STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

North Carolina Department of Transportation and Archaeology Branch,
Division of Archives and History.

CITY, TOWN

STATE

Raleigh

North Carolina

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Three separate, remnant sections of an early twentieth century brick road were recorded as the result of a pedestrian archaeological reconnaissance. The survey was conducted to locate significant prehistoric and historic archaeological sites which might be adversely affected as a result of construction to improve U.S. Highway 17, north of Elizabeth City, Pasquotank County, North Carolina. Of the three sections, only one (Section 1) was actually to be affected by highway construction. Section 1 was determined eligible to the National Register of Historic Places. Highway construction was deemed to have a potentially negative effect on the property. Therefore, archaeological excavation was conducted to record as much information as possible about the brick roadway and its means of construction. These investigations were sufficient to mitigate the adverse effects of the proposed construction. The two remaining sections were once integral with Section 1 and obviously share the importance ascribed to Section 1. These are the only known remnants of what was once an important regional transportation route.

ARCHAEOLOGICAL INVESTIGATIONS:

Archaeological investigations were conducted on Section 1 of the Nine²Foot Brick Road under the auspices of the North Carolina Department of Transportation. The results of this excavation, including the methods of road construction, are taken as indicative of what would be found for the other two sections (2 and 3) presented in this nomination.

Excavation methodology consisted of the laying of a narrow trench across the width of the road, to exceed the width on both sides of the actual brick surface itself. Removal of the surface bricks required the use of sledge hammers, mattocks, and iron bars. Excavation proceeded through several distinct layers and was carried well into sterile subsoil.

As seen in Figure 1, several depositional layers were observed. Three are interpreted as being related directly to construction of the Nine-Foot Brick Road. The brick themselves were laid in a fashion analogous to the American or Stretcher bond pattern of vertical wall construction. Portland cement was used to bond the bricks to one another. A sandy cement mortar was placed immediately beneath the brick layer. Beneath the mortar bed was a layer of³ grey clay fill, apparently deposited to establish a level surface for the new roadbed.

The excavations at Section 1 also yielded evidence of what may be an earlier road-bed. This consists of a thin layer of cinders which was deposited upon native undisturbed subsoil.⁴ It is not known at present whether any remnants of such a purported cinder roadbed are to be found beneath Sections 2 and 3 of the Newland Road.

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OWNERS OF PROPERTY:

Michael C. and Vickie Baker
Route 3
Elizabeth City, North Carolina 27909

Garland and Donna Colson
Route 3
Elizabeth City, North Carolina 27909

John A. Madre
Route 4
Elizabeth City, North Carolina 27909

Lenon F. and Carolyn J. Madre
Route 3
Elizabeth City, North Carolina 27909

Mrs. Rex Mann
Route 3
Elizabeth City, North Carolina 27909

Ramoth Gilead Church
Route 3
Elizabeth City, North Carolina 27909

Lawford Sawyer
907 N. Road
Elizabeth City, North Carolina 27909

State of North Carolina
Department of Transportation
William R. Roberson, Jr., Secretary
Raleigh, North Carolina 27611

George W. Williamson
Route 3
Elizabeth City, North Carolina 27909

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BOUNDARY JUSTIFICATION:

Boundaries are established using the surface manifestations of the brick roadways. The original⁵ survey report measurements for length are used, as is a standard width of nine feet. Section 2, given as five hundred feet in length,² in conjunction with a width of nine feet (2.7 m.) represents 4,500 square feet (418 m²; 0.10 acres). Section 3 represents a total area of 45,000 square feet (4,182 m²; 1.03 acres). The test excavations on Section 1 revealed a subsurface cinder deposit which may represent portions of an earlier road. However, no excavations have occurred on Sections 2 and 3. The Nine-Foot Brick Road was, in places, built upon an earlier road, according to historical documentation found in maps and other sources. There is, however, no demonstration of or guarantee that any evidence of earlier roads will be located under Sections 2 and 3.

INTRUSIONS AND DATA LIMITATIONS.

Large portions of the brick Newland Road have already been lost, apparently as the result of construction of later roads. Agricultural activity presents a current threat in that equipment is often moved across the brick roadway, scarring and perhaps loosening sections of the brick. Potential threats to the site consist of removal of the brick road to expand available agricultural land or removal for purposes of re-use elsewhere.

ENVIRONMENTAL SETTING

The Newland Road is located⁶ in the Albemarle region of the Coastal Plain province of northeastern North Carolina. The two sections of the road are bordered to the northeast by the Pasquotank River and to the southwest by the Great Dismal Swamp. The brick roadway sections are located upon a finger of ground very slightly elevated above these two major topographic features.

The land is very nearly level for the area in question. Soils consist primarily of marine sediments, silt loams, and fine sandy loams associated with the Bertie, Elkton, Lenoir, and Othello series.⁷ Soil permeability ranges between poor and moderate and served as an important factor in the development of overland transportation routes and methods of road construction in this area. Sections 1 and 2 of the Newland road are presently surrounded by agricultural fields wielding primarily corn and soybeans or open pasture.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1922 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Newland (or Nine Foot Brick) Road is two remnant portions of a highway constructed with brick. The highway's construction was undertaken originally under the sponsorship of Pasquotank County. Responsibility for the funding and construction of this road and others was ultimately absorbed by the State's own developing Highway Commission. These local and state efforts are significant for their role in making motorized vehicular travel safe and reliable for both business and pleasure in this corner of North Carolina.

The Nine-Foot Brick Road is eligible for inclusion to the National Register of Historic Places under the following criteria:

- A. The road typifies the development of eastern North American transportation systems early in the twentieth century, especially where overland travel was frequently inhibited by marshy areas. Construction began under the aegis of the local county government. This pattern was altered in the second decade of the century as the State of North Carolina assumed responsibility for the development of transportation routes to serve the communities, their pleasure, and their commerce with safe, dependable paths within the state and between neighboring states.
- C. Many different methods of road-building have been attempted in North Carolina. Dirt roads, puncheon and plank roads, and brick are means and methods of road construction which preceded modern techniques in many parts of eastern North Carolina. In this sense, the brick road is certainly demonstrative of a distinctive construction method and of a technical solution to transportation in marsh or other wetland areas.
- D. Test excavation of Section 1 of the Newland Road has already provided data as to the construction methods employed in designing and building such brick roads. Also, this excavation reveals the possible re-use of old roadways and the potential for expanding knowledge of the evolution of methods of road construction.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Baroody, John C. "US 17 North of Elizabeth City R-71: A Report of the Archaeological Investigations at 31-Pk-5, The Nine Foot Brick Road. Ms. of File, Archaeology Branch, North Carolina Division of Archives and History, Raleigh.

Coastal Zone Resources Division

1979 Cultural Resource Survey of US 17 from Elizabeth City to the Virginia State Line, Pasquotank and Camden Counties, North Carolina. Ms. of File, Archaeology Branch, North Carolina Division of Archives and History, Raleigh.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.13

QUADRANGLE NAME South Mills

QUADRANGLE SCALE 1:62,500

UTM REFERENCES

A

1	18	3	8	5	7	3	4	4	0	2	4	6	7	6
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B

1	18	3	8	5	5	6	3	4	0	2	4	9	5	6
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ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

1	18	3	8	3	9	7	8	4	0	2	5	7	4	8
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D

1	18	3	8	3	9	1	2	4	0	2	6	3	9	6
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E

1	18	3	8	3	3	2	2	4	0	2	6	9	8	9
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F

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G

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H

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VERBAL BOUNDARY DESCRIPTION

Sections 2 and 3 of the Newland Road are located north of Elizabeth City, North Carolina at distances of 6.8 miles (10.95 km) and 7.9 miles (12.73 km), respectively. Borth remnants are found on the eastern side of U.S. 17.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

Historical Research by Dr. Jerry Cross, Research Branch, NAME / TITLE Archaeological compilation and nomination prepared by Mr. Thomas D. Burke, Archaeology Branch.

ORGANIZATION Division of Archives and History DATE December 10, 1980
 STREET & NUMBER 109 East Jones Street TELEPHONE (919) 733-7342
 CITY OR TOWN Raleigh STATE North Carolina 27611

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE William S. Price, Jr. DATE March 3, 1983
 TITLE State Historic Preservation Officer

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Delores Byers Entered in the National Register DATE 4/4/83
 ATTEST: CHIEF OF REGISTRATION DATE

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NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
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PAGE 1

HISTORICAL CONTEXT:

With the dawn of the twentieth century, North Carolina could not look with pride at its overland transportation network. For nearly 250 years Tar Heels had labored under the burden of primitive roads which at their best were barely adequate and at their worst were unmitigated disasters. Clustered around 1900, however, were a series of events spawning hope that major road improvement might be imminent. Rural Free Delivery promised a popular service to isolated residents; the arrival of the horseless carriage with its excitement and adventure portended a socio-economic cultural revolution, the magnitude of which no one could have imagined; the Federal Department of Agriculture established the Office of Public Road Inquiries, the forerunner of the Federal Bureau of Roads; and the North Carolina Good Roads Association was formed in 1902 with member groups in most of the state's 100 counties. Influential though they were, none of these major events bore direct responsibility for construction of the nine foot wide brick road in Pasquotank County, a feature born not of romanticism but of prudent fiscal considerations.

The 1919 General Assembly completely overhauled the laws relating to the State Highway Commission that had been created four years earlier. The "new" agency was mandated to select a state system of highways, "connecting by the most practicable routes the various county seats and other principal towns of every county in the state." An effort was also to be made to join roads leading across state lines. Pasquotank, with an active chapter of the Good Roads Association and a capable local highway commission chaired by A.B. Houtz, had for some years been the recognized leader of the old Albemarle District in terms of road building. By 1919 the county had expended nearly half a million dollars for transportation improvements. Naturally, the other counties, particularly Camden and Currituck, looked to Pasquotank for fiscal and managerial leadership in the effort to connect the county seats through a system of hard surfaced roads. When her neighbors applied to the State Highway Commission for approval of such highway, Pasquotank officials objected. They contended that Pasquotank citizens would be required to bear the major burden of financing the project while receiving only a few miles of usable road surface. An alternate proposal was tendered: a paved highway from Elizabeth City northward to Norfolk, Virginia, via South Mills in Camden County. This December 1, 1919 application was the genesis of the nine-foot brick road.

While the State Highway Commission considered the county's proposal, the Pasquotank Highway Commission began construction of the Elizabeth City-South Mills Highway, known locally as the Newland Road. Chief Engineer T.L. Higgs ordered hundreds of tons of bricks, Cape Henry sand, and Baltimore gravel from the faraway states of New York, Pennsylvania, and Maryland. The local supplier for the project appears to have been Lambert Brothers, Inc., of Elizabeth City. Construction began at the northern terminus in Newland Township about a mile beyond Morgan's Corners and proceeded southward towards Elizabeth City.

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HISTORICAL CONTEXT CONTINUED:

In April, 1921, fourteen months after the application was filed, Pasquotank officials received word that the State Highway Commission had approved the project and would incorporate the Newland Road into the ¹³state system. By then, nearly five miles of the brick highway had been completed.

Acceptance by the State Highway Commission created a few problems and incurred some negotiation. The nine foot width fell far short of the acceptable standard, and the base on which the brick pavement was laid did not meet the State Highway Commission's requirement. On April 28, 1921, A.B. Houtz announced a compromise. The brick road would be completed as planned except that a cement and mortar cushion would be used for the remaining road construction in place of the sand and dirt base employed in the first five miles. That part of the road already built was not to be disturbed. The nine foot width was to be retained for uniformity from the northern terminus to Knobb's Creek. The ¹⁴portion from there to Elizabeth City was to be sixteen to eighteen feet wide. ¹⁵Pasquotank County bore responsibility for the cost of the road's completion, but the State Highway Commission agreed to reimburse the county within four years after July 22, 1921, when the official takeover of the project began.

The nine foot brick road generally followed a route long established in the history of Pasquotank County. Parts of it were used as early as 1770, twenty years before the settlement of Elizabeth City. By 1808 the road from Elizabeth City to Hinton's (near present Morgan's Corners) covered much of the later brick highway's direction but with more turns and curves. With major changes, the route of the 1808 road was followed in all succeeding roads northward from the county seat towards South Mills. ¹⁶Archaeological research indicates that a cinder surfaced road was the immediate predecessor of the brick highway. ¹⁷A precise date for the cinder road could not be determined from available records, but an 1887 survey map of Pasquotank County shows a road with a few extra bends and turns almost paralleling the route of the brick highway. ¹⁸Wagons, carriages, and stage coaches, for which the facility was built, could easily negotiate the frequent sharp curves; higher speed automobile traffic in the 1920s could not. The Daily Advance described construction of the brick road along the old route: ". . . much straightening is being done as ¹⁹the work progresses, with a view to doing away with practically all short curves. ²⁰Even so, "speeding" accidents occurred with regularity; fortunately, fatalities were few. Increasing traffic and still higher speed demanded even straighter lines; thus when U.S. 17 replaced the brick road between 1930 and 1936, the more direct route bypassed segments of the old highway. ²¹For much of the road, however, the bricks were removed, broken, and thrown up on the shoulder bed of the new highway. Surviving sections have been used by local residents as driveways and ²²access roads, or they have been allowed to deteriorate while nature reclaimed the land.

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HISTORICAL CONTEXT CONTINUED:

The nine foot brick road was not a unique phenomenon. Brick had been recommended by the Federal agency years earlier as a method of construction for hard surface roads.²³ Other counties in coastal North Carolina also experimented with the process, particularly in areas with swampy or poor soil conditions. Soil or dirt roads did not last long because, as A.B. Houtz stated, "Pasquotank County has an unusually poor foundation for roads."²⁴ The same could be said for much of the coastal region.

Pasquotank's solution to its road building problem certainly was not innovative since brick roads were known in ancient times. It represented an economically expedient answer to the need for improved transportation within the county. When construction began, county commissioners and the local highway commission were not sure that the State Highway Commission would accept their proposal for a state take-over of the project. Costs were minimized through the narrow width of the road and the material used for the base of the roadbed. Only after the state agreed to reimburse the county did the more expensive concrete and mortar base replace sand and dirt and only then did the Pasquotank Highway Commission agree to widen the portion of the road between Elizabeth City and Knobb's Creek.

This was not the first such road in North Carolina or even in Pasquotank County. A brick road was completed from Elizabeth City south to Wekiville (about seven miles) in 1920, more than a year earlier than the northern route.²⁵ The roads marked major improvements in the transportation history of the Albemarle Region and demonstrated Pasquotank's leadership among those counties, but it did not represent a significant technological advancement in the state's highway construction program. As an isolated event, the building of the nine foot brick road attained little more significance than that of a small cog in the wheel of North Carolina's transportation history. As parts of the overall movement for hard surfaced highways, however, brick roads contributed significantly to the early widespread use of the automobile in coastal North Carolina. Where swampy areas prevailed, as in Pasquotank County, previous soil surfaced roads had to circumvent the marshy ground, often necessitating long detours and encounters with "puncheon" roads. The latter constituted a type of highway monstrosity characterized by imbedding round logs side by side across the roadway, leaving a surface composed of a series of rounded projections.²⁶ Passage over such facilities, whether by wagon or automobile, subjected the riders and their vehicles to unmerciful jolting and tended to discourage all unnecessary trips. The experiment with brick roads shortened travel time through the creation of more direct routes and relieved travelers of much discomfort. The result was acquisition of more automobiles for pleasure riding and visitation of friends and relatives.

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HISTORICAL CONTEXT CONTINUED:

In the areas where they were located, brick roads probably contributed more to the economic and social lives of the citizens than to the advancement of highway technology. Perhaps, in a small way, they represented the age, an age which saw the airplane, the practical application of the horseless carriage, wireless communications, and rural electrification overcome obstacles that had impeded man's progress. While the highways would be improved in later years, brick roads bridged the nearly impassable swamplands of coastal North Carolina, opening the door for natural and commercial development. Most brick roads succumbed under the onslaught of the state's massive highway program within a decade of their construction. The two remaining sections of the old Newland Road in Pasquotank County represent vestiges of that county's effort to accommodate the new era of transportation, an era that brought the automobile to North Carolina and began a socio-cultural transformation of the people.

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FOOTNOTES

¹Coastal Zone Resources Division, Ocean Data Systems, Inc., "Cultural Resource Survey of U.S. 17 from Elizabeth City to the Virginia State Line, Pasquotank and Camden Counties, North Carolina" (prepared for the North Carolina Department of Transportation, 1979), hereinafter referred to as CZR, "Survey of U.S. 17."

²John C. Baroody, "U.S. 17 North of Elizabeth City. R-71. A Report of the Archaeological Investigations at 31-Pk-5, The Nine Foot Brick Road (Raleigh: North Carolina Department of Transportation), hereinafter referred to as Baroody, "Archaeological Investigations at 31-Pk-5."

³Baroody, "Archaeological Investigations at 31-Pk-5."

⁴Baroody, "Archaeological Investigations at 31-Pk-5."

⁵CZR, "Survey of U.S. 17."

⁶A.E. Shearin, J.P. Covington, J.H. Vaden, and W.S. Ligon, Soil Survey of Pasquotank County, North Carolina (Washington D.C.: US Department of Agriculture, Soil Conservation Service, and the North Carolina Agricultural Experiment Station, 1957), hereinafter referred to as "Pasquotank County Soil Survey."

⁷"Pasquotank County Soil Survey."

⁸Capus Waynick, North Carolina Roads and Their Builders (Raleigh: Superior Stone Company, 1952), 29-31, hereinafter cited as Waynick, N.C. Roads; Hugh Talmage Lefler and Albert Ray Newsome, The History of a Southern State: North Carolina (Chapel Hill: The University of North Carolina Press, third edition, 1973), 587-588, hereinafter cited as Lefler and Newsome, North Carolina; and North Carolina Good Roads Association, The Development of a State Policy in Road Building in North Carolina (Chapel Hill, 1921), 3, 19, hereinafter cited as Development of a State Policy.

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FOOTNOTES CONTINUED

⁹Development of a State Policy, 8; and Waynick, N.C. Roads, 35-36. See also Frank Page, "North Carolina's Achievement in Road Building," Manufacturers Record (Baltimore), May 22, 1924, hereinafter cited as Page, "North Carolina's Achievement."

¹⁰The Daily Advance (Elizabeth City), April 29, December 2, 1919, hereinafter cited as The Daily Advance; and Development of a State Policy, 99-100.

¹¹Minutes of Pasquotank County Commissioners, microfilm copies in State Archives, Raleigh, vol. 6, 1916-1922, p. 391, hereinafter cited as Minutes of County Commissioners.

¹²Pasquotank County Records, State Archives, Raleigh, Road Papers 1860-1920. See entries for 1920. Some of the materials were purchased for completion of the Weeksville Road south of Elizabeth City, but since both roads were under construction at the same time, it seems reasonable that the same materials and supplier were used. See also The Daily Advance, April 28, June 8, 1921.

¹³The Daily Advance, April 28, June 8, 1921.

¹⁴The Daily Advance, April 29, 1921.

¹⁵Repayment by the state was contingent upon passage of a \$50,000,000 bond issue. The idea ran into numerous difficulties, and it is not clear whether or not Pasquotank County was ever reimbursed for building the brick road. The Daily Advance, April 28, June 17, 1921; and Waynick, N.C. Roads, 38-44.

¹⁶See Collet Map of North Carolina (1770); Price-Strother Map of North Carolina (1808); McRae-Brazier Map of North Carolina (1833); Map of Pasquotank County (surveyed 1887); North Carolina Highways and Roads (Pasquotank County, 1930); North Carolina Municipal, State Primary and Interstate Highway System (Pasquotank County, 1978) and maps in CZR, "Survey of U.S. 17", forward map, Appendix A (figures 1-8 and map envelope), and map between VII-1 and VII-2.

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FOOTNOTES CONTINUED

¹⁷Baroody, "Archaeological Investigations at 31-Pk-5."

¹⁸Compare Map of Pasquotank County, 1887, with map in CZR, "Survey of U.S. 17" between VII-1 and VII-2.

¹⁹June 8, 1921.

²⁰See The Daily Advance, May 23, 1921, for report on a near fatal accident on Weeksville Brick Road. Similar accidents undoubtedly occurred on the Newland Road which caused the commissioners to order the posting of warning signs along the road. Minutes of County Commissioners, vol. 6, p. 513.

²¹Compare the road systems in Pasquotank County for 1930 and 1936 in the North Carolina Highways and Roads publications for those years put out by the North Carolina Highway Commission.

²²CZR, "Survey of U.S. 17," VII-4-5.

²³Waynick, N.C. Roads, 35.

²⁴Quoted in The Daily Advance, June 17, 1921. For a generalized assessment in road building progress before 1900 see Lefler and Newsome, North Carolina, 518-519. See also editorial comment concerning stretch of road from Elizabeth City to Knobb's Creek in The Daily Advance, September 15, 1921.

²⁵Pasquotank County Road Papers. See entries for May 21, 28, 1920.

²⁶The Daily Advance, June 7, 1921.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OMB 1024-0018
EXP 12-31-84

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 8

BIBLIOGRAPHY:

Baroody, John C. "US 17 North of Elizabeth City R-71: A Report of the Archaeological Investigations at 31-Pk-5, The Nine Foot Brick Road." Raleigh: North Carolina Department of Transportation, 1980.

Coastal Zone Resources Division, Ocean Data Systems, Inc. "Cultural Resources Survey of US 17 From Elizabeth City to the Virginia State Line, Pasquotank and Camden Counties, North Carolina." Prepared for the North Carolina Department of Transportation, 1979.

The Daily Advance. Elizabeth City. December 2, 1919; April 28, 29, May 23, June 7, 8, 17, 28, 29, September 15, 1921.

Davis, Hubert J. The Great Dismal Swamp. Richmond: Cavalier Press, 1962.

Lefler, Hugh Talmage and Newsome, Albert Ray. The History of a Southern State: North Carolina. Chapel Hill: The University of North Carolina Press, third edition, 1973.

MAPS:

Collet. Map of North Carolina, 1770

Price-Strother Map of North Carolina, 1808

McRae-Brazier Map of North Carolina, 1833

Map of Pasquotank County, 1887

North Carolina Highways and Roads, 1930-1936

North Carolina Municipal, State, Primary and Interstate Highway System, 1978

North Carolina Good Roads Association. The Development of a State Policy in Road Building in North Carolina. Chapel Hill, 1921.

Page, Frank. "North Carolina's Achievement in Road Building." Manufacturers Record. Baltimore. May 22, 1924.

Pasquotank County Records

Minutes of the County Commissioners, 1916-1922

Road Papers, 1860-1920

Shearin, A.E. Covington, J.P., Vaden, J.H., and Ligon, W.S. Soil Survey of Pasquotank County, North Carolina. Washington, D.C.: US Department of Agriculture, Soil Conservation Service, and the North Carolina Agriculture Experiment Station, Series 1949, No. 3, 1957.

Waynick, Capus. North Carolina Roads and Their Builders. Raleigh: Superior Stone Company, 1952.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 10

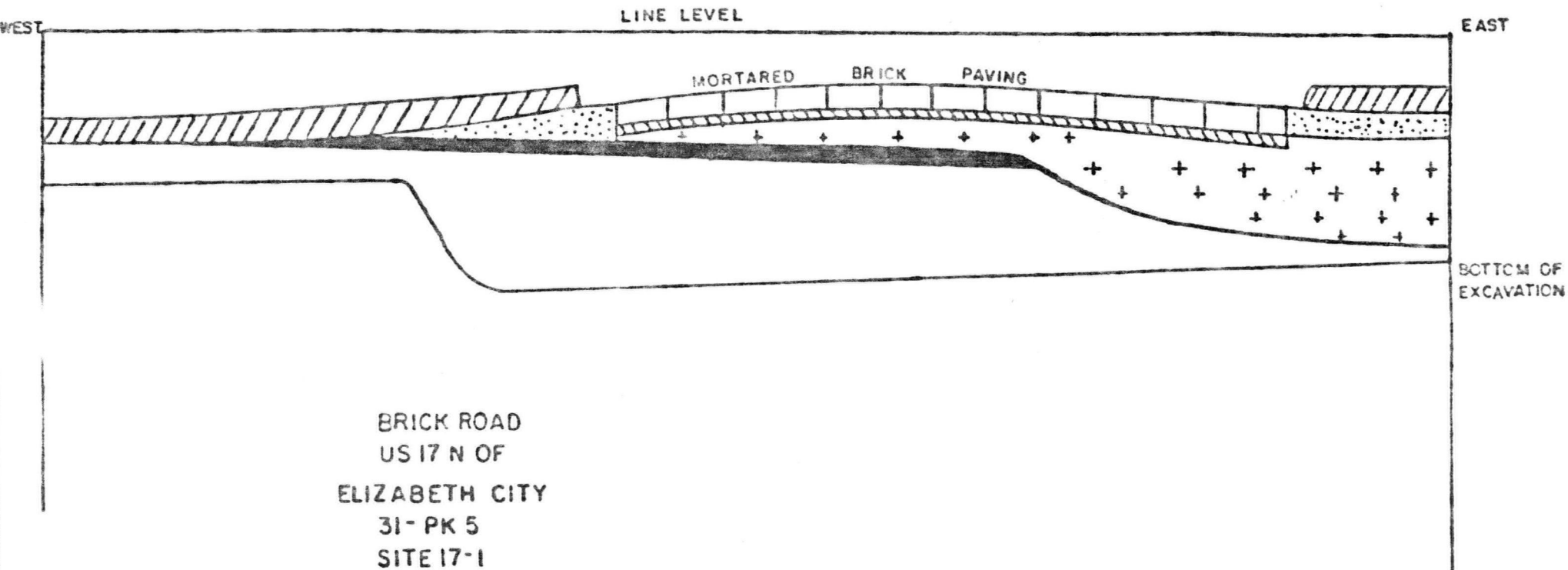
PAGE 1

VERBAL BOUNDARY DESCRIPTION CONTINUED:

Sections 2 and 3 are both accessible from U.S. 17 at either end of their respective lengths.

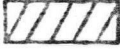


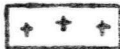

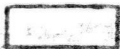
More specifically, Section 2 has its southern terminus 0.8 miles (1.29 km) north of the intersection of U.S. 17 and North Carolina State Road 1338. Section 2 parallels a curve of U.S. 17 as the latter turns north-northwest to northwest. The length of Section 2 is 500 feet (152.4 m.).

The southern terminus of Section 3 is 2.1 miles (3.39 km) north of the U.S. 17 North Carolina State Road 1338 intersection. Section 3 heads in a north-northwest direction from its southern intersection with U.S. 17 for a distance of 0.15 miles (241 m.) at which point the Newland Road turns due north for 0.3 miles (483 m.). Section 3 of the Newland Road then turns northwest and extends 0.45 miles (724 m.) to its northern terminus with U.S. 17. The total length of Section 3 is approximately 5,000 feet, or 0.90 miles.



BRICK ROAD
 US 17 N OF
 ELIZABETH CITY
 31- PK 5
 SITE 17-1
 15 MARCH 1980



-  SOD
-  BROWN-GREY SANDY LOAM
-  MORTAR ROAD BASE
-  GREY PLASTIC CLAY FILL
-  BLACK CINDER LENS
(POSSIBLE ROAD)
-  UNDISTURBED GREY-
PLASTIC CLAY

Excerpted from: John C. Baroody,
 "US 17 North of Elizabeth City.
 R-71. A Report of the Archaeological
 Investigations at 31-Pk-5 The Nine
 Foot Brick Road". p. 8, Figure 6

Figure 1

United States Department of the Interior
National Park Service

Newland Road Site
Pasquotank County
NORTH CAROLINA

Working No. MAR 15 1983

Fed. Reg. Date: 2-7-84

Date Due: 4/14/83 - 4/29/83

Action: ACCEPT 4/14/83

Entered in the RETURN

National Register REJECT

Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

____ see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

has this property been determined eligible? yes no

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

Significance

Period _____ Area of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance (in one paragraph)

- _____ summary paragraph
- _____ completeness
- _____ clarity
- _____ applicable criteria
- _____ justification of areas checked
- _____ relating significance to the resource
- _____ context
- _____ relationship of integrity to significance
- _____ justification of exception
- _____ other

9. Major Bibliographical References

10. Geographical Data

Average of nominated property _____

Quadrangle name _____

USMT Reference _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature _____

Title _____ Date _____

13. Other

- _____ Maps
- _____ Photographs
- _____ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: 202 272-3504

Comments for any item may be continued on an attached sheet



NEWLAND ROAD SITE, 31Pk5
PASQUOTANK COUNTY, N.C.
PHOTO BY THOMAS D. BURKE
AUGUST 11, 1980

NEGATIVE ON FILE: Archeology

Branch, NC Division of
Archives and History, Raleigh
SECTION 2, View to NW; N80-
1018 Photo 1



NEWLAND ROAD SITE, 31Pk5
PASQUOTANK COUNTY, N.C.
PHOTO BY THOMAS D. BURKE
AUGUST 11, 1980
NEGATIVE ON FILE: Archeology

Branch, NC Division of
Archives and History, Raleigh
Section 2, View to SE; N80-
1019 Photo 2



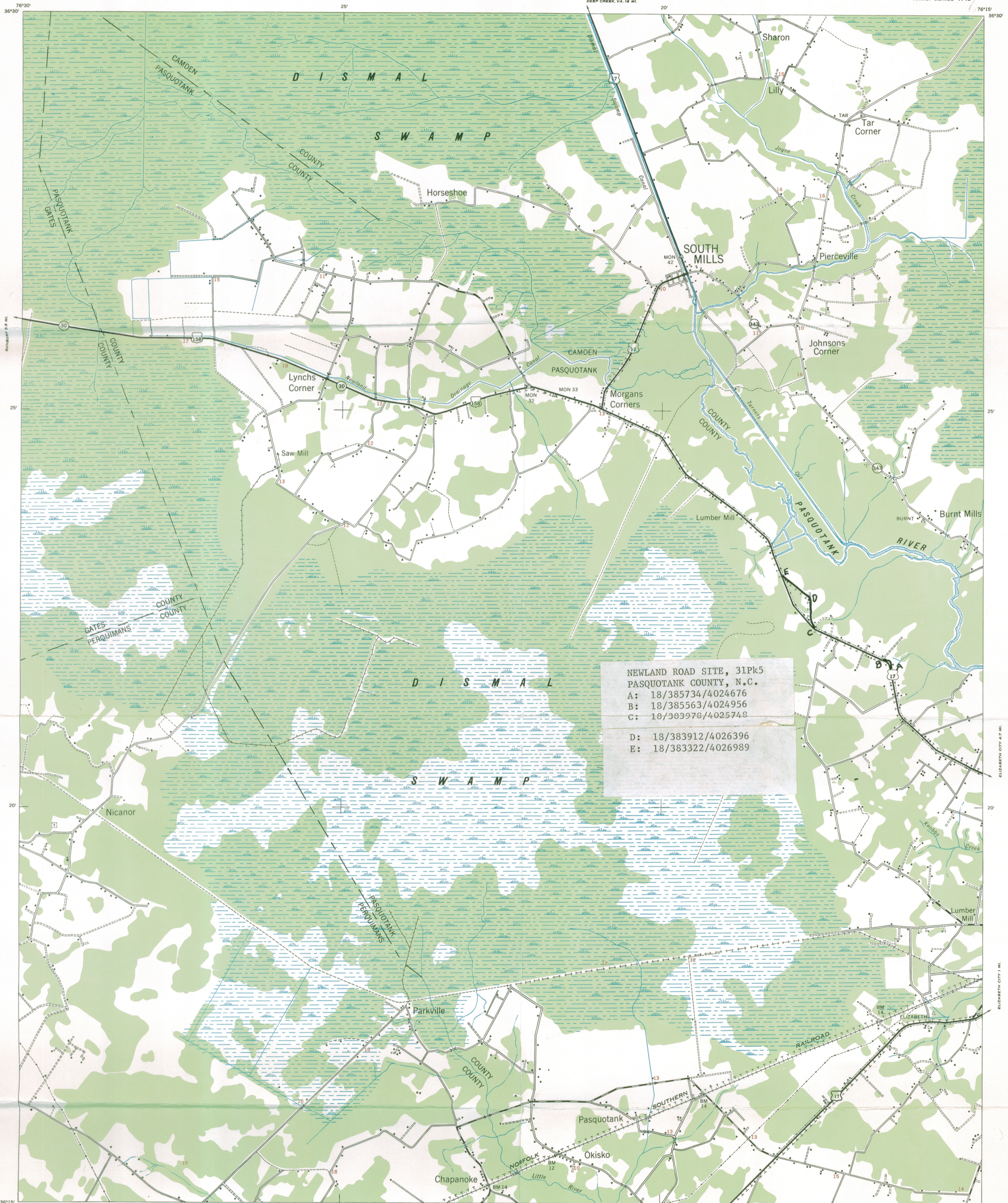
NEWLAND ROAD SITE, 31Pk5
PASQUOTANK COUNTY, N.C.
PHOTO BY THOMAS D. BURKE
AUGUST 11, 1980
NEGATIVE ON FILE: Archeology

Branch, NC Division of
Archives and History, Raleigh
Section 3, View to N; N80-
1016 Photo 3



NEWLAND ROAD SITE, 31Pk5
PASQUOTANK COUNTY, N.C.
PHOTO BY THOMAS D. BURKE
AUGUST 11, 1980
NEGATIVE ON FILE: Archeology

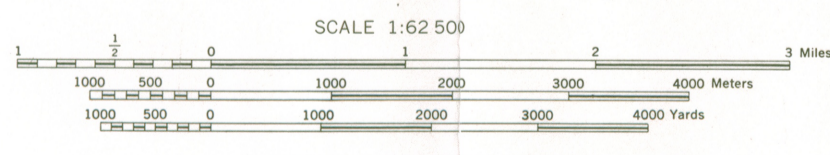
Branch, NC Division of
Archives and History, Raleigh
Section 3, View to S; N80-
1017 Photo 4



NEWLAND ROAD SITE, 31Pk5
 PASQUOTANK COUNTY, N.C.
 A: 18/385734/402476
 B: 18/385563/4024956
 C: 18/389978/4025748
 D: 18/383912/4026396
 E: 18/383322/4026989

A.M.S. V742
 First Edition (AMS 1), 1941; (AMS 2), 1946.

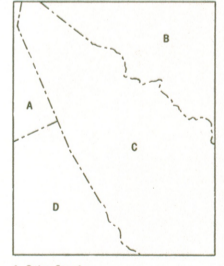
Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U.S. Army, Washington, D.C. Copied in 1946 from North Carolina, 1:62,500, AMS, Sheet 5756 IV, 1941. Original map compiled from aerial photographs by stereophotogrammetric methods. Aerial photography by U. S. Army Air Force, 1940. Horizontal and vertical control by USCGS. Scale changed, one thousand yard grid added and marginal data revised, 1946.



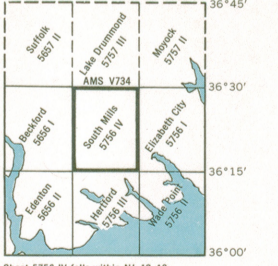
MAXIMUM ELEVATION LESS THAN 20 FEET
 DATUM IS MEAN SEA LEVEL

POLYCONIC PROJECTION
 1927 NORTH AMERICAN DATUM

INDEX TO BOUNDARIES



INDEX TO ADJOINING SHEETS



LEGEND
ROAD DATA 1940

Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry-weather road
Hard surface, heavy duty road, two lanes wide; Federal route marker	Trail; Unimproved road
Secondary hard surface, all-weather road, two lanes wide; State route marker	Railroad in street; Carline in street
RAILROADS	UNDER CONSTRUCTION
Standard gauge	Single track
Narrow gauge	Double track
Single track carline	ABANDONED
BOUNDARIES	Single track
International	Double track
State	Double track carline
County (with monument)	Mine
County subdivision	Horizontal control pt
Reservation	Bench mark
Military reservation	Intermittent lake
School, Church	Dam
Churchyard	Rapids; Falls
	Large rapids and falls
	Swamp, marsh
	Rocks wash at low tide
	Wharf; pier
	Man-made shoreline

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SOUTH MILLS, NORTH CAROLINA
 N3615-W7615/15

NORTH
CAROLINA
DEPARTMENT
OF
CULTURAL
RESOURCES

February 21, 1983

Raleigh,
North Carolina
27611

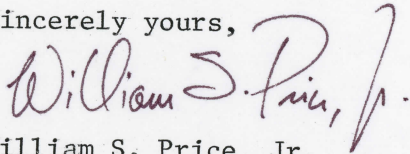
Mr. Jerry Rogers
National Register of Historic Places
Department of the Interior
National Park Service
440 G Street, NW
Washington, D.C. 20240

Dear Mr. Rogers:

Enclosed is the nomination for the Newland Road Site (31Pk5) in Pasquotank County, North Carolina, to be entered in the National Register of Historic Places.

I trust that you will find this nomination in order. If there are any questions, please call Thomas D. Burke (919) 733-7342.

Sincerely yours,



William S. Price, Jr.
State Historic Preservation Officer

WSPJr/lw

Enclosure

cc: Senator John East
Senator Jesse Helms
Representative Walter B. Jones



Sara W. Hodgkins,
Secretary
James B. Hunt, Jr.,
Governor

